

MORE PIRACY!

GREAT "HOLD-UP" IN CANTON DELTA.
PASSENGERS ASSAULTED AND VESSELS LOOTED.

Our Canton correspondent writing on the 22nd instant reports another daring piratical outrage in the Canton Delta. He states that on Sunday last the launch *Kwong Fook* was towing a large passenger boat from Canton to Kowloon and when about 20 miles from the latter place a dozen pirates who were among the 150 passengers in the passenger-boat declared themselves. They produced revolvers, fired several shots, made the launch cut adrift the boat and then looted the vessel. They severely wounded two passengers, brutally assaulted several Chinese ladies by tearing their earrings out of the ears and roughly tore the bangles off their arms, and cleared out with about \$12,000 of booty. This took place in broad daylight and nothing has yet been done by the Chinese authorities to bring the blood-thirsty desperadoes to justice. Piracy is becoming so common and the marauders are so bold that great uneasiness is felt among the peaceable inhabitants of the Delta and in this city. Unfortunately the native authorities are not likely to move in the matter for the majority of them are steeped in bribery and corruption of every description. It is a shocking state of affairs that must be taken in hand by the Treaty Powers if they wish to afford proper protection for the trade conducted by foreigners with Delta and West River ports. In view of the impotence and corruption of the mandarins the only thing that surprises one is that we don't hear of these disgraceful outrages every day in the week.

LATE TELEGRAMS.

LONDON, February 4th.
The *Times*, in a leading article, strongly protests against the disposition of even the Conservative Press to magnify the withdrawal concerning Tientsin, which is a mere incident in the negotiations, into an ignominious retreat. Mr. Gerald Balfour (Chief Secretary for Ireland) speaking at Leeds said it was untrue that the Government had departed in the smallest detail from its Chinese policy already enunciated or yielded to foreign pressure. He reaffirmed the determination of the Government to maintain an equality of commercial rights.

The German drill instructors in China have received notice of dismissal.
The Japanese fleet is manoeuvring prior to starting on a cruise on Chinese waters.
Some of the Sultan's advisers are urging the acceptance of Prince George as Governor of Crete because the consequent vassalage of the son of a Christian monarch of the Caliph would enhance the prestige of the Sultan.
The operation in the Niger Protectorate against the Fula tribes continues and severe fighting has taken place, in which Captain Jenkinson was killed and Captain Middleton wounded. The enemy lost heavily.

CALCUTTA, February 4th.
Colonel Mayne reports from Terbat (Baluchistan) that the enemy are holding the fort under Mestrah Khan Gitchel and that he waits the arrival of the British detachment with explosives intended at Pesh on the 28th January. The Nizam and friendly Chieftains have joined him from Kalatuk.

BOMBAY, February 4th.
Yesterday there were 170 cases of plague and 151 deaths from all causes there were 313 deaths.

Gunsy Piper, Royal Artillery who was tried at the High Court Bombay, for murdering a village near Poona, has been acquitted.

LONDON, February 6th.
It is rumoured that the troops operating in the Niger Protectorate against the Fula tribes have been massacred. The Niger Company is sending a force to investigate.
Later news from the Niger Protectorate regarding the fighting with the Fula tribes states that our losses were nine killed and 33 wounded.
Advices from Uganda state that the Sudanese mutineers evacuated Fort Luwero on the 9th September, and that Captain Harris with 200 men, two machine guns and one thousand Woganda is pursuing them in the hope of preventing them crossing the Nile.

The Italian Chamber has passed a Bill reducing the duties on cereals.

The *Nova Scotia* says Russian official support to Mr. Leontoff and Prince Henry of Orléans will be restricted to a feeling of genuine satisfaction if they are successful.

CALCUTTA, February 6th.
At the Indian frontier all is quiet in the Khyber probably owing to the Russian visit.

Pohawar reports a few shots were exchanged between a party of the Yorkshire and the Afghans. No casualties.

Nowhere states the death has occurred of Lieutenant Stewart, Royal Scots Fusiliers from diptheria.

Wine-cutting continues near Mamam. The Afghani losses during the recent fighting on the 29th and 31st January are computed at about 90, 29th and 31st January are computed at about 90.

BOMBAY, February 7th.
During the two days ending yesterday morning there were 361 cases of plague and 330 deaths, and from all causes 688 deaths.

Owing to widespread mourning and distress the Governor has cancelled further balls at Government House this season.

LONDON, February 7th.
The *Times*, in summarizing the series of articles on the frontier policy, concludes by saying that we must keep open the Khyber notwithstanding the opposition of the tribes, but that the other passes are not essential, and it is unnecessary to alarm the tribes by attempting to open them.

The Duke of Alen and Sir Horace Farquhar have resigned their directorship of the British South Africa Company.

CALCUTTA, February 7th.
From the Mohan coast the latest report says that Turbat fort was still held by Mehrab Khan Gitchel and that Colonel Mayne proposed to attack it on the 4th instant if the fort was not surrendered beforehand. Colonel Mayne is understood to have offered Mehrab his life on condition he made otherwise unconditional surrender.

BOMBAY, February 8th.
Smart shocks of earthquake were perceptible at Searoad near Ranigang and Parola on the 2nd instant.

The officers of the *British India*, sailing in sympathy with their comrades in Bombay, Colombo, Madras and Rangoon, went on strike yesterday afternoon. The action is likely to cause great pecuniary losses as well as other inconveniences to the Company's ships. Vessels are unlikely to leave port for a considerable time as no officers are available.

The *Thames* reports that up to the 7th. February all the wounded were doing well.

The Afghans are actively engaged in wire cutting near All Majid and one mile was carried off on the evening of the 6th.

Sir William Lockhart arrived at Peshawar on the 7th. He has consulted with Colonel Warburton and a declaration of his plans is expected immediately.

BOMBAY, February 8th.
The plague is spreading alarmingly in the Miamia Daulat. The position in Bombay is in no way improved.

THE SITUATION IN PEKING.

On January the sixth the annual reception of the corps diplomatique was held by the Emperor of China. A somewhat significant innovation was introduced, which has caused considerable comment among the natives, to the apparent detriment of British prestige. The invited address of the Ambassadors to the Throne was for the first occasion presented in French, having hitherto been invariably couched in English. The those versed in Court usages, the change seems trifling; but this influence the Asiatic mind, and this change has been heavily accentuated in Peking by the anti-British clique. It seems strange that the change should have received the consent of the British and United States representatives, this particular year of all others.

The feeling is growing in certain influential quarters that by the occupation of Kiaochow Bay and by the German is destined to prove the territorial salvation of China, as marking the era of emancipation from the Russian thralldom, by drawing the attention of impartial Europe to Russian designs in this part of the world. There is no doubt that a strong sentiment abroad has arisen of China for the Chinese and that the proximate partition of China would be bitterly resisted in the three continents on not altogether sentimental grounds.

For the rest Peking advances slowly, if slowly. A private railway car has been constructed for the Emperor at the Tongshan works of the Imperial Railways, which it is hoped will use this week. Also the Peking Terminal of the Railway is to be connected with the city gates by an electric traction road. But the burning question of the hour among the Pekingese is "Will the Emperor be compelled to receive Prince Henry as an equal?"—*Shanghai Mercury*.

GERMAN IMPERIAL DUST.

(William.)
Who ventures on the stormy seas
To face a nation that with ease
Was smothered by the Japanese?
My brother.

(Henry.)
Who bares his bold acclimated head,
While round his uniform are shed
Rich Bengal lights of green and red?
My brother.

(William.)
Whose sense of duty bids him go
And thrash a bloody-minded foe
That does not mean to fight, we know?
My brother.

(Henry.)
Who, with an air theatrical
Will play the salt-sprayed admiral.
Upon a little ship canal?
My brother.

(William.)
Who, when his "matted fist" shall smite
Shall wrap his youthful brow up tight
In laurel wreaths all day and night?
My brother.

(Henry.)
Who, leaping jacklike from his box,
The universe completely cracks,
And ever plays the glady Hocha?
My brother.

(William.)
Who bears this gospel over the sea,
That not one country shall be free
From rubbish made in Germany?
My brother.

(Henry.)
Who makes Imperial Howards
About a "Rest" composed of two
Misjalle was ships (one not new)?
My brother.

(William.)
And who a'ore, though juvenile,
Can get within a half a mile
Of my delicious fford style?
My brother.

(Henry.)
Who never seems to find it hard
To talk of Michael's keeping guard
O'er German Hansas by the yard?
My brother.

(Both.)
Who, with a voice of Grimmian brass,
Allows no single chance to pass
Of railing high the bumper glass?
My brother.

—The World.

THE SUGGESTED ANGLO-JAPANESE ALLIANCE.

Throughout the present crisis in the affairs of the Far East we have heard many suggestions of an Anglo-Japanese alliance. Undoubtedly the Japanese Press has been very warmly advocating such a policy, and there have been a number of partisans in this country also adopting arguments in its favour. The statement is now telegraphed by Reuters that the organ of the Japanese Government approaches Russia, Germany and France with a proposal for a definite policy in the Far East. Japan, it adds, will avoid alliances; but, if necessary for the maintenance of peace, she is prepared to act vigorously. Whether this statement is official we cannot say, but certainly at the present time there exists no formal treaty or agreement between Great Britain and Japan in respect to the future of China. The two Governments have a strong common interest in promoting the expansion of free commerce throughout the Celestial Empire on a basis which shall preclude exclusive rights being acquired by any one Power. All Powers would alike suffer by the granting of such exclusive privileges, and they would equally benefit by unrestricted trade. Now, without going the length of adopting Rudyard Kipling's pronouncement that "East is East and West is West, and never the twain shall meet," we may point to the traditional policy of this country in generally avoiding alliances of a fixed offensive nature. Undoubtedly at the present time such a community of interests exists between Great Britain and Japan as to make a much stronger link than any document can forge. This is well understood in Japanese official quarters. To lean on Japan, as many in this country seem inclined to do, would be a very incorrect attitude, both for ourselves and the Japanese. No one who has thought out the subject would entertain the idea of tying ourselves to Japan. We have only ourselves to depend on, and we need not fear the threat that if we make no alliance with Japan she will take the step of agreeing with her enemy. We cannot see such a step as a policy in terms that would be agreeable to Russia, would be such as Japan could not consent to, and, indeed, the very designs she is striving with all her might to combat. Fortune at present places Great Britain and Japan in the same scale, or at least in the same way of thinking. Should the group of other Powers press matters to the utmost, it is certain that such a policy would find them themselves in the middle—*London and C. Mercury*.

FOOTBALL.

H.M.S. POWERFUL V. C. COMPANY OF THE R.O.R.

These teams were drawn to meet in the 2nd round of the shield competition and did so on Saturday, the 12th inst., but though they played extra time neither eleven was able to gain the mastery of the other, so they had to have another encounter yesterday.

This time the "Powerfuls" showed a clear superiority throughout and scoring one in the first half and two in the second ran out comparatively easy winners by 3 goals to nothing.

They are down to play the winner of H.M.S. Narcissus v. C. Company in the next round which we understand is practically a bye as neither of these teams will be able to get south to take further part in the contest.

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

The following is the report for presentation to the shareholders at the (forty-fourth) ordinary general meeting to be held at the office of the General Managers on Monday, 7th March, at noon—

We have the pleasure to lay before shareholders the annual statement of accounts made up to the 31st December, 1897.

The net profit including the balance brought forward from last year amounts to \$56,873.31, which it is proposed to appropriate as follows:—

To place to Reserve Fund, \$10,490.00
To pay a dividend of 20 per cent. on \$50,000.00 to carry forward to next year's account, 9,377.31

This result must be considered particularly satisfactory in face of the fact that we have had to contend with considerably increased competition on the Japan market where much inferior native made rope is being sold.

Consolidating Committee.—In accordance with the Articles of Association, Messrs. Gillies, Lewis, Raymond and Sheehan retire, but offer themselves for re-election. Mr. R. Sheehan was re-appointed to the Committee on his return to the Colony in the place of Mr. C. A. Tomes.

Auditors.—The accounts have been audited by Messrs. T. Arnold and F. Henderson who are recommended for re-election.

SHAW, TOMES & CO.,
General Managers.
Hongkong, 23rd February, 1898.

GEO. PENWICK & CO., LIMITED.

The Directors report for the year ending 31st December, 1897, that the net profit for the year amounts to \$38,195.41, to which has to be added \$1,110.44, brought forward from last year's account. From this amount it is proposed to pay a dividend of 12 per cent. or \$8,000.00 to Shareholders. Auditors' Fee \$150. Directors' Fee \$1,000.00, transfer \$7,000.00 to Reserve Fund, and to carry forward the balance of \$17,355.84 to next year's account.

The work coming to the Company during the year has kept the staff and plant fully employed, while the new tools acquired and improvements in the arrangements of the whole property have enabled the work to be carried out in a better and more economical manner.

The Kowloon land which belonged to the Company has been sold at a satisfactory profit.

Directors.—Mr. W. Parlane, according to the Articles of Association, retires at this time, but offers himself for re-election.

Auditors.—The Accounts have been audited by Mr. T. Arnold, who offers himself for re-election.

WM. PARLANE,
Chairman.
Hongkong, 21st February, 1898.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

PHONETIC CHINESE ALPHABET.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
DEAR SIR,—I have read your long and interesting comment re Mr. Wong Yuk's Phonetic System of writing Chinese words. Mr. Wong is a Chinese paragon of this Colony and Wong Kok Shan and Wong Kwong are his two sons.

The work has been compiled by their united efforts, and although it is a painstaking work it is in fact the labour has been wasted.

The system is a mixture of Chinese, Pinyin's shorthand, English, Japanese, Manchu, Indian, and Malay. The words when formed, be built up, resemble Chinese characters and are very confusing and irregular. A similar work, though not so bulky, appeared a few years ago, it being the work of an Amoy Chinese.

Mr. Wong's work appeared some time last year, but, so far, it has not met with the public approval, public opinion being against the constructional parts of the work, many being too grotesque and confusing.

Yours truly,
LO MAN FAI.
Hongkong, 24th February, 1898.

WEST RIVER CUSTOMS FRAUDS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—I have been greatly pleased with the exposures made by your special correspondent, about duties levied by the Chinese Customs upon both native and foreign goods, on imports and exports. At first sight it seems strange that they are mostly shipped by junk instead of by steamers, if the duties are the same at both native and foreign Customs stations. The tariffs are the same, but at the Native Customs House (for junks) they make a private reduction of 25 per cent. in the way to the Cantonese shipper register with the Native Customs a fictitious name, and whenever that name appears in an application the Collector knows that the statement of weight and value is only 75 per cent. of the actual quantity or value, and so, on the face of the application, full Tariff duty is charged. Out of the 25 per cent. that is thus saved, 10 per cent. goes to the shipper, to 10 per cent. to the Collector, and 5 per cent. to the underlings. This system is so well established amongst the native junks that it is no more considered a secret. Everyone has a fictitious name and the 10 per cent. thus saved goes into the hands. For this object it is necessary that goods intended to be passed under this system must be shipped by junk, for the Imperial Maritime Customs system leaves all native vessels to the Native Customs.

The Chinese merchants used to run a certain amount of risk before, as all such goods are sold for delivery in Hongkong; but lately there are two Chinese Insurance offices established which are willing to accept risk on goods shipped by junk.

Yours obediently,
W. W. W.
Hongkong, 24th February, 1898.

NOT AND A.

CALENDAR.

FEBRUARY.
Meteorological means based on ten years' observations to 1895.

Barometer 30.141
Thermometer 73.3
Humidity 79.7
Rainfall 1.76

TO-DAY.

Barometer 30.19
Thermometer 53
Humidity 72
Rainfall 0.01

TO-MORROW.

Thursday, 24th February, 1898.
(St. Matthias)
Chinese—5th of 2nd moon of 24th year of Kwong-si.

Jewish—2nd Adar, 5558.
Mohammedan—2nd Shawwal, 1216.
Sun—Rises 6hr. 15min.
Sets 5hr. 15min.
High water—Morning 11hr. 10min.
Evening 4hr. 5min.
Low water—Morning 5hr. 25min.
Evening 6hr. 0min.

ANNIVERSARIES.

1841—Evacuation of China by the British.
1844—Boltz explosion on the *Asiatic*; 6 Europeans and 20 Chinese killed.
1897—Massacre of the British Resident at Mombasa, New Guinea, with 5 miners and 40 natives.

TO-MORROW.

Friday, 25th February, 1898.
Chinese—6th of 2nd moon of 24th year of Kwong-si.

Jewish—3rd Adar, 5558.
Mohammedan—3rd Shawwal, 1216.
Sun—Rises 6hr. 14min.
Sets 5hr. 14min.
High water—Morning 11hr. 15min.
Evening 4hr. 5min.
Low water—Morning 5hr. 25min.
Evening 6hr. 0min.

ANNIVERSARIES.

1721—Sir Christopher Wren, architect, died.
1841—A price put upon European heads by Llo.
1849—Capitula da Costa and Lieut. Dyer murdered at Wong-ma-koh, Hongkong.
1857—Outbreak of the Indian Mutiny at Benares.
1896—Outbreak of bubonic plague in Hongkong.
1897—Unsuccessful attack on Manila by the rebels.

MEMORANDA.

AMERICAN MAIL DUE.
11 a.m.—French mail closes.
Noon.—Sydney leaves for Europe.

SHIPPING AND MAIL NEWS.

AMERICAN (Peru) 26th inst.
French (Mauritius) 27th inst.
Indian (Lichington) 28th inst.
Australian (Tolyuan) 29th inst.
American (Coptic) 29th inst.
American (City of Rio de Janeiro) 12th prox.

THE N. P. S. S. Co.'s steamer *Argyll* sailed from Yokohama for Portland yesterday, the 23rd inst.

We are informed by the Agent of the Messageries Maritimes Co. that the steamer *Mailbourne*, with the next French mail, left Saigon for this port at 3 a.m. to-day, the 24th inst.

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.
Socotra steamer, from London
Empress of Japan " " Vancouver
Bark " " Saigon
Bark " " Moji
Klang " " Kobe
Klang " " Singapore
Fooking " " Chinkiang
Choyang " " Canton
Denmond " " London

Aggregating 19,742 tons register.

DEPARTURES.
Maille steamer, for Hoihow
Hailan " " Hoihow
Formosa " " Tamsui
Lanno " " Yokohama
Dolina " " Saigon
Rto " " Yokohama
Looch " " Bangkok
Glanth " " Singapore
Lynnon " " Canton
Rufing " " Tientsin
Donar " " Kobe

Aggregating 14,006 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

Kwongkong at Kowloon Dock
Martha " " "
Cosmopol " " "
Batman " " "
Progress " " "
Humber (H.M.S.) " " "
West York " " "
Ocampo " " "

PAIRED THE CANAL.
OUTWARD.—25th January—Oceania, Marlow, with 1000 tons, 28th January.
Gusto, Isom, Malbour, Anapa, Tz. 31st January—Oceania, Engraga, Fern. 1st February—Atlas Craig, 4th Feb.
Garda, Benoit, Sunda, 8th February.
Malacca, Hoihow, 11th February—Nobis, Malakau, Alon, Glauus, Latona, 15th February—Bayern, Pictan, Rote Carlo, 18th February—Zablon, Hymnouth, Olong, Andalus, Anala, Delta, Mauda, 22nd Feb.
Banglo, Bowland, St. Mary.

HOMEWARD.—11th Jan.—Formosa, Sargodon, Thalia, 12th January—Great Simon, 15th January—Ulysses, 25th January—Frisa Heli. 28th January—Sikh, 31st January—Oanfa, Sakala, 11th February—Myrmidon, Yarrowdale, 15th February—Shagellan, 18th February—Shanghai, Ben. 22nd February—Krimthid, 22nd Feb.
Fruenid, Wally.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites is prescribed by Physicians all over the world. It is a remarkable remedy for Consumption, Scrophulous, and wasting diseases, and very palatable. Read the following:—"I have much pleasure in stating that I have tried Scott's Emulsion in a case of impurified blood, with scrophulous disease, and found it to be a very efficient preparation. It was taken without the least difficulty."—A. T. W. PARKINSON, 2d, Lordship Park, Stoke Newington, N. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong—[Advt.]

CONSIGNEES.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.
THE Steamship
"AMPHITRITE,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Undersigned before Noon on the 26th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th instant will be subject to rent.

Bills of Lading will be countersigned by: SANDER & Co., Agents.

Hongkong, 19th February, 1898. [1-248]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship
"BENGAL,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Victoria*,
From Zanzibar, ex S.S. *Canara*,
From Australia, ex S.S. *Rome*,
From Calcutta, ex S.S. *Palawan*,
From Persian Gulf, ex S.S. *Assyria* and *Khandalla*,
From Madras, ex S.S. *Lodiana*.

Goods not cleared by the 25th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 21st February, 1898. [1-248]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship
"CHELYDRA,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 24th inst. will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by: JARDINE, MATHESON & Co., General Managers.

Hongkong, 21st February, 1898. [1-248]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LENN,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 26th instant, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant, at 3 P.M.

No Fire Insurance will be effected. Bills of Lading will be countersigned by: DODWELL, CARLILL & Co., Agents.

Hongkong, 21st February, 1898. [1-248]

Intimations.

NOTICE.
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

"JEYES FLUID"
THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 9th March, 1897. [11]

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLARKE, HUMBER and GLADIATOR CO., LD., DUNLOP TYRES' BICYCLES—PRICE, \$185. Special reliable Watch made for this Climate.

Quality A \$10
Quality B \$8
Quality C \$6
16, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
OMI MARU	SYDNEY and MELBOURNE, via THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th February, at 4 P.M.
WAKASA MARU	YOKOHAMA, KOBE and MOJI	WEDNESDAY, 9th March, at 4 P.M.
TOSA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE (Transshipping Cargo for JAVA PORTS), PENANG, COLOMBO and PORT SAID	THURSDAY, 17th March, at 4 P.M.
YAMAGUCHI MARU	KOBE and YOKOHAMA	THURSDAY, 17th March, at 4 P.M.
IDZUMI MARU	BOMBAY, via SINGAPORE (Transshipping Cargo for JAVA PORTS), and COLOMBO	TUESDAY, 22nd March, at N.O.
KANAGAWA MARU	KOBE and YOKOHAMA	WEDNESDAY, 23rd March, at 4 P.M.
"RIOTU" MARU	SEATTLE, WASH., via KOBE and YOKOHAMA	THURSDAY, 24th March, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 23rd February, 1898.

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Dr. KNORR'S

ANTIPIRYNE

patented
"LION BRAND"
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC and NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS.

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HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 3 per cent per Share and BONUS of 4 per cent per Share for the six months ending 31st December 1897, declared at MONDAY'S ORDINARY YEARLY MEETING, will be PAYABLE at the premises of the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 22nd February, and SHAREHOLDERS are requested to apply for DIVIDEND WARRANTS at the COMPANY'S OFFICE, No. 14, Praya Central.

By Order of the Board of Directors.

THOS. I. ROSE, Secretary.

Hongkong, 21st February, 1898.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Balances contributed during the Half Year ended 31st December, 1897 on or before the 15th March, on which date the Accounts will be CLOSED.

By Order of the Board of Directors.

THOS. I. ROSE, Secretary.

Hongkong, 23rd February, 1898.

THE HONGKONG COTTON, SPINNING, WEAVING AND DYING CO., LIMITED.

NOTICE is hereby given that the FIRST INSTALLMENT of \$10 per Share on the shares in above COMPANY becomes due on the NINETEENTH DAY OF MARCH NEXT, and payment there of must be made to the Bankers of the Company, viz., the HONGKONG AND SHANGHAI BANKING CORPORATION, on or before that date.

JARDINE, MATHESON & Co., General Managers.

Hongkong, 18th February, 1898.

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Entertainment.

THEATRE ROYAL CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB.

WILL GIVE A THIRD AND FINAL PERFORMANCE OF "THE DUCHESS OF BAYSWATER & CO."

"A FANTOMIME REHEARSAL," ON SATURDAY, the 26th February, 1898.

PRICES \$1, \$2, & \$3
Half price to the Pit for Soldiers, Sailors, and Police in Uniform.

SEATS can be booked at the THEATRE on and after THURSDAY, the 24th February.

Boxing Office OPEN from 10 A.M. to 4 P.M. Late Tickets quarter of an hour after fall of curtain.

E. W. MITCHELL, Hon. Secretary.

Hongkong, 22nd February, 1898.

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Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship

"THALES,"
Captain Hall, will be despatched for the above Ports TO-MORROW, the 25th instant, at Daylight.

For Freight or Passage apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 24th February, 1898.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SOERABAYA AND SAMARANG.

THE Company's Steamship

"CHUNSAUNG,"
Captain E. J. Buller, will be despatched as above TO-MORROW, the 25th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 24th February, 1898.

NAVIGAZIONE GENERALE ITALIANA, (FLORIO & RUBATINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND ROMBAI.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"LETIMBRO,"
Captain Bello, will be despatched as above TO-MORROW, the 25th instant, at Noon.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For Further Particulars regarding Freight and Passage apply to CARLOWITZ & Co., Agents.

Hongkong, 24th February, 1898.

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Company's Steamship

"MEMNON,"
Captain Moiridge, will be despatched TO-MORROW, the 25th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd February, 1898.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, via SUEZ CANAL.

THE Company's Steamship

"NESTOR,"
Captain Asquith, will be despatched as above on TUESDAY, the 1st March.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th February, 1898.

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"PATHAN,"
Captain Day, will be despatched as above on or about TUESDAY, the 1st March.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 22nd February, 1898.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY and MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)

THE Steamship

"AIRLIE,"
Captain Ellis, will be despatched for the above Ports on SATURDAY, the 5th March, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon is carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 18th February, 1898.

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, via SUEZ CANAL.

THE Steamship

"GHAEZE,"
Captain Bailey will be despatched as above on SATURDAY, the 12th March.

S.S. "LENNOX" about 12th April.

S.S. "PATIAN" 20th April.

S.S. "ENERGIA" 5th May.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 23rd February, 1898.

NORDDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR STRAITS, CEYLON, MEDITERRANEAN PORTS, ANTWERP, BREMEN AND HAMBURG.

THE Company's Steamship

"CREFFOLD,"
will be despatched as above on or about the 15th March.

For Freight or Passage, apply to MELCHERS & Co., Agents.

Hongkong, 15th February, 1898.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, via STRAITS AND COLOMBO.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"OOPACK,"
Captain J. Barber, will be despatched as above on or about the 24th March.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 22nd February, 1898.

ZETLAND LODGE.

No. 25, E.C.

A REGULAR MEETING of the above LODGE will be held in the Freemasons' Hall, Zealand Street, on TUESDAY, the 1st March, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 23rd February, 1898.

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Mails.

NORDDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen	Tuesday ...	1st March.
Bayern	Wednesday	30th March.
Prinz Heinrich ...	Wednesday	17th April.
Preussen	Wednesday	10th May.
Sachsen	Wednesday	22nd June.
Bayern	Wednesday	20th July.
Prinz Heinrich ...	Wednesday	17th Aug.
Darmstadt	Wednesday	14th Sept.
Preussen	Wednesday	12th Oct.
Sachsen	Wednesday	9th Nov.
Bayern	Wednesday	7th Dec.
Prinz Heinrich ...	Wednesday	4th Jan. '90.

ON TUESDAY, the 1st day of March, 1898, at 9 A.M., the Company's Steamship "SACHSEN," Captain H. Supper, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 25th instant. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 28th instant, and Parcels will be received at the Agency's Office until NOON on MONDAY, the 28th inst. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 2nd February, 1898.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"COROMANDEL,"
Captain F. N. Tildall carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 5th March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 21st February, 1898.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. and TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Olympia 1,591 | T. H. Dobson Mar. 8.

Columbia 2,505 | A. G. April 5.

Tacoma 2,549 | A. Dixon April 26.

Victoria 3,367 | J. Truett May 17.

Also

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Dramor 3,601 | E. Porter Mar. 15.

Mogul 3,654 | W. H. Wright Mar. 29.

Argyll 2,997 | W. Ward May 3.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £18.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

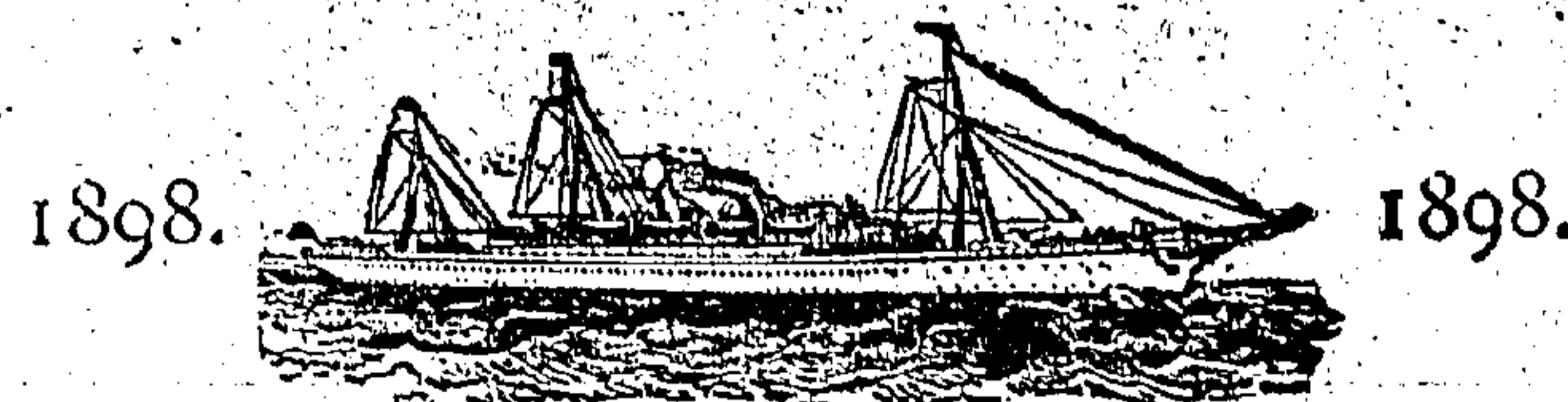
For further information apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, 15th February, 1898.

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Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 16th Mar., 1898.

EMPEROR OF CHINA...Comdr. H. Pybus, R.N.R....WEDNESDAY, 6th April, 1898.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 27th April, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for service at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 22nd February, 1898.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Capit. (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 12th March, at Noon.

Capit. (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 31st March, at Noon.

Capit. (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 19th April, at Noon.

Capit. (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 9th April, at Noon.

THE U.S. Mail Steamship

"PERU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA and YOKOHAMA on THURSDAY, the 3rd March, at Noon, taking Passengers and Freight to Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, and payment of \$4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND TRAVEL in the United States have the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China, and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information